



TRANSPORTATION ADVISORY COMMITTEE
TO BE HELD ELECTRONICALLY IN ACCORDANCE WITH
MINISTERIAL ORDER M192 AND TRANSMITTED VIA
THE BOARDROOM OF THE SUNSHINE COAST REGIONAL DISTRICT
OFFICES AT 1975 FIELD ROAD, SECHULT, B.C

Thursday, July 15, 2021
AGENDA

CALL TO ORDER **3:30 p.m.**

AGENDA

1. Adoption of Agenda

PRESENTATIONS AND DELEGATIONS

MINUTES

2. Transportation Advisory Committee Meeting Minutes of April 15, 2021
– *for receipt only* Annex A
pp 1 - 4

BUSINESS ARISING FROM MINUTES AND UNFINISHED BUSINESS

REPORTS

3. BC Ferries Route 3 Traffic Statistics Annex B
pp 5 - 8
Diana Mumford, Southern Sunshine Coast Ferry Advisory Committee
4. TraC Agenda Items - Active Transportation Weeks, Shoulder Grading, Road
Works Notifications and Active Transportation Gap Assessment Annex C
pp 9
Alun Woolliams, Transportation Choices Sunshine Coast
5. Highway Median Maintenance Verbal
Director Toth

COMMUNICATIONS

NEW BUSINESS / ROUNDTABLE

ADJOURNMENT

NEXT MEETING October 21, 2021 at 3:30 pm

**SUNSHINE COAST REGIONAL DISTRICT
TRANSPORTATION ADVISORY COMMITTEE
April 15, 2021**

MINUTES OF THE TRANSPORTATION ADVISORY COMMITTEE MEETING HELD
ELECTRONICALLY IN ACCORDANCE WITH MINISTERIAL ORDER M192 AND
TRANSMITTED VIA THE BOARDROOM OF THE SUNSHINE COAST REGIONAL DISTRICT
OFFICES AT 1975 FIELD ROAD, SECHELT, B.C.

PRESENT:

(Voting Members)	Director, Electoral Area E, Chair	Donna McMahon
	Director, Electoral Area F	Mark Hiltz
	Director, Electoral Area D	Andreas Tize
	Director, District of Sechelt	Darnelda Siegers
	Director, District of Sechelt	Alton Toth
	Director, Town of Gibsons	David Croal (Alt.)
	Transportation Choices (TraC)	Alun Woolliams
	Trustee, School District No. 46	Sue Girard
	BC Ferries	Hanna Josephson
	Southern Sunshine Coast Ferry Advisory Committee	Diana Mumford

ALSO PRESENT:

(Non-Voting)	Chief Administrative Officer	Dean McKinley
	GM, Infrastructure Services	Remko Rosenboom
	GM, Planning and Community Development	Ian Hall
	Manager, Transit and Fleet	James Walton
	ICBC	Louisa Mendonca
	Sunshine Coast Tourism	Paul Kamon (part)
	SCRD Administrative Assistant / Recorder	Tracy Ohlson
	Public	1
	Media	0

CALL TO ORDER 3:31 p.m.

AGENDA The agenda was adopted as presented.

PRESENTATIONS AND DELEGATIONS

Robin Merriott, Sunshine Coast Federation of Community Associations addressed the Committee regarding the Sunshine Coast Highway and Bypass.

Discussion included the following:

- *Importance of early involvement and input from stakeholders on the new Ministry of Transportation and Infrastructure (MOTI) Bypass Study;*
- *Safety and maintenance concerns for cyclists and pedestrians;*
- *New bike lane widening;*
- *Public transportation vital to Sunshine Coast residents and concerns for lack of transportation north of Sechelt;*

- *Safe infrastructure being a challenge for the Sunshine Coast;*
- *Importance of community consultation for the entire Sunshine Coast.*

MINUTES

Recommendation No. 1 *Transportation Advisory Committee Meeting Minutes of January 21, 2021*

The Transportation Advisory Committee recommended that the Transportation Advisory Committee meeting minutes of January 21, 2021 be received for information.

REPORTS

Recommendation No. 2 *BC Ferries Route 3 Traffic Statistics*

The Transportation Advisory Committee recommended that the report titled BC Ferries Route 3 Traffic Statistics be received.

Discussion included the following points:

- *The use of 2019 traffic statistics for a better comparison to 2021;*
- *Reduction in foot traffic could be due to commuters working from home or taking vehicles for safety.*

Recommendation No. 3 *Highway 101 Corridor Review – Next Steps*

The Transportation Advisory Committee recommended that the report titled Highway 101 Corridor Review – Next Steps be received.

Discussion included the following points:

- *What is the process for local governments and community organizations involvement in MOTI projects;*
- *Regular meetings between SCRD and MLA;*
- *Regional transportation planning;*
- *Project notification and communication with residents on MOTI projects before they start;*
- *Project planning between MOTI and District of Sechelt;*
- *Community feedback opportunities for upcoming MOTI projects;*
- *Implementing a broader approach for consultation and inclusion in MOTI processes;*
- *The need for climate change reduction planning.*

Recommendation No. 4 *Letter to Ministry of Transportation and Infrastructure*

The Transportation Advisory Committee recommended that the SCRD Board write a letter to the Ministry of Transportation and Infrastructure to increase communication and consultation with local stakeholders regarding local projects and their timing;

AND THAT thorough consultation be conducted regarding the Bypass Study currently underway that includes all local governments and local stakeholders;

AND FURTHER THAT the SCRD request to receive formal notification for all major projects at the pre-planning and pre-implementation stages.

Recommendation No. 5 *Excerpt of Transportation-Related Items from Q1 - Quarterly Report*

The Transportation Advisory Committee recommended that the report titled Excerpt of Transportation-Related Items from Q1 – Quarterly Report presented at the April 8, 2021 Infrastructure Service Committee meeting be received.

Discussion included the following points:

- BC Transit SCRD staff provided an update on Custom Transit (handyDart) service at the most recent Senior Planning Table meeting;
- BC Transit has partnered with local governments to establish a transit service for Highway 16 in northern BC. If something similar could be done on the Sunshine Coast between Powell River and Vancouver;
- That transit service levels return to 100% by June 2021 subsequent to receipt of transit specific Safe Restart funds.

COMMUNICATIONS

Recommendation No. 6 *Correspondence from Ministry of Transportation and Infrastructure*

The Transportation Advisory Committee recommended that correspondence from the Ministry of Transportation and Infrastructure dated January 28, 2021 regarding pilot car requirement changes be received.

Recommendation No. 7 *Correspondence from Sunshine Coast Highway Society*

The Transportation Advisory Committee recommended that correspondence from the Sunshine Coast Highway Society dated January 29, 2021 regarding support for a new highway on the Sunshine Coast be received.

ROUNDTABLE

Committee members provided roundtable updates as follows:

Director Croal (Town of Gibsons) – Noted that he would like to see a meeting between the SCRD, Town of Gibsons, District of Sechelt and qathet Regional District set up with Nicholas Simons, MLA for Powell River-Sunshine Coast. He also acknowledged the active transportation grant funding recently received by the Town of Gibsons.

Director Hiltz (West Howe Sound) – Thanked MOTI for the recent improvements of shoulder widening, as it has made a dramatic difference. He also noted that road maintenance is still an issue.

Director Tize (Roberts Creek) – Noted that he had posted his views on “why we may not need a new highway” on his website and in his newsletter and encouraged members to read it.

Diana Mumford (Southern SC Ferry Advisory) – Noted she finds not having road lines on the newly widened shoulders challenging.

Director Siegers (District of Sechelt) – Noted that the commuter bus to Earl's Cove has received grant funding. District of Sechelt is currently in the budget process and there is a budget proposal to update the District of Sechelt Transportation Master Plan. She noted that they have had a meeting with MOTI to coordinate planning changes with respect to Wharf Avenue updates. She also noted that the Trail Avenue project has resumed and that a grant application for an active transportation route from Sunshine Coast Highway to Mason Road to Ripple Way and back to Sunshine Coast Highway has been submitted by the District of Sechelt.

Alun Woolliams (TRAC) – Noted that he has questions about how the community can provide feedback to MOTI on the Corridor Review and that he would like to see the SCR D play a role. Urban Systems, who is researching active transportation gaps on the Sunshine Coast with MOTI, has been in touch with TRAC. He also noted that he is interested in the status of gas tax funding for active transportation.

Dean McKinley (SCR D) – Noted that the Memorandum of Understanding between MOTI and the SCR D regarding Gas Tax Funding is being reviewed by UBCM and will then be brought forward to the SCR D Board.

Sue Girard (School District No. 46) – Noted that the School District is continuing work on the Transportation Review at the Operations Committee and that a survey went out to families in January. She also noted the active travel initiatives for students travelling to and from school, and innovate ways schools are safely getting children to and from school.

Paul Kamon (Sunshine Coast Tourism) – Noted they are preparing for a very busy summer and are currently promoting a Support Local Business campaign.

Director McMahon – Noted she is concerned about culvert maintenance by MOTI as many of them are beginning to fail.

ADJOURNMENT

4:40 p.m.

Committee Chair

Southern Sunshine Coast Ferry Advisory Committee – July 2021

1. Reported in January 2021 at TAC meeting about the Project Working Group for Moving Ahead Together on the Sunshine Coast. This community group of volunteers and numerous BCF staff met virtually from September to December. There was an initial community survey about ferry issues, and then a follow-up on proposed topics. The first survey elicited over 1000 responses, and the follow-up with just 266 responses.

The potential solutions were to be focused on things that can be done in the near term to improve ferry travel on the Sunshine Coast with the assets currently available. BCF stayed focused on actions they could take in a timely manner, that required minimal capital investment, and that were within BC Ferries' control.

The areas for further discussion were listed as reservations and travel certainty, medical travel, communications and two-ferry travel. BCF stated that they would begin stakeholder engagement on specific solutions in late February.

Although BC Ferries initially listed four broad topic areas for improvements, and five aspects for Reservations, in early April they chose to seek general support from local governments on only the first bullet of the following list, and their 'modification' was 95% reservations on sailings.

Reservations and travel certainty

- modifying the way BCF handles reservations to better meet the needs of Sunshine Coast residents
- supporting last minute travel by staggering the release of reservations
- creating a reservation process to provide access to reservation capacity set aside for TAP travellers
- creating a reservation process to provide access to reservation capacity set aside for MAL travellers
- encouraging use of capacity over the day

There was no time provided for community engagement and the proposal was not well received by many residents on the Coast, so the project was scrapped by BCF.

Although the Southern Sunshine Coast Ferry Advisory Committee was well aware of the travel challenges for residents and supported improvements for our route 3 ferry route, the committee had several concerns with the proposal that were felt would have a significant negative impact for Coastal residents. Some of the challenging issues are listed below and the FAC will continue to advocate for better ferry service, while ensuring that these issues are also adequately addressed.

1. BCF lists a formal commitment on website (<https://www.bcferreriesprojects.ca/commitment>) that states BCF believes in involving customers and coastal communities in the decisions that impact them the most. There was no provision of that **community engagement** "as early as possible" in the process.
2. Concerns at the Southern Sunshine Coast Ferry Advisory meetings since 2016 that **Coast commuters** are a vital component of route 3 ferry users and their travel requirements need to

be addressed with any changes considered for route 3 and those requirements included adjustments to schedule times and the addition of reservations. The trial provided only block bookings for commuters for the same times for the week (assumption that work schedules never vary, beginning and ending each work day at the same time). Commuters would also require a sizeable outlay of cash to book ahead of time.

3. The majority of medical resources for Coast residents are located on the mainland and so route 3 has the highest number of **TAP users** within the ferry system. Residents with medical needs only available in the city currently only need to show the TAP form at the toll booth (without any payment) and proceed onto ferry but a reservation system would require them to book and pay for a reservation/vehicle fare in advance (if there is one available) and then be refunded at the terminal. This would penalize economically marginalized residents requiring medical services in the lower mainland.
4. Assistance for ferry users who have made a reservation for a medical appointment or procedure and then are not able to complete the appointment in **time to honour reservation**. There was an assumption that the ferry user would have more than 45 minutes available to change reservation, have easy and safe access to a phone to contact Call Centre, that they would receive a quick and helpful response from call centre and that there would be reservations available for a new sailing time.
5. Assumption that all ferry users have a **credit card**. If residents do not have a card, BCF stated “users can use Mastercard/Visa debit cards OR visit the terminal administration office, book in advance and pay with cash”. This would require a resident to drive to Langdale (hopefully not living in Pender Harbour, Egmont or even Sechelt), park and walk the distance to the terminal office, climb the steep stairs to the terminal office, and pay for their reservation, if even one available.
6. The required months-ahead **payment for a reservation** and vehicle fare could be prohibitive for people that live on the Coast and do not have the resources to meet this requirement. This may also impact their ability to access medical services in the city.
7. **Traffic congestion** at Langdale terminal as people who don’t have reservations converge on those who do. There would also be circumstances where ferry users coming for one sailing would merge with those already waiting for a ferry running late.

Submitted by Diana Mumford

ROUTE #3 Horseshoe Bay ↔ Langdale		BC FERRIES TRAFFIC STATISTICS - 2021						https://www.bcferries.com/in-the-community/resources						
		Vehicles (green indicates 2019 traffic for comparison)						Passengers (green indicates 2019 traffic for comparison)						
Month	Month current Year	Month Previous Year	% to Previous Year	YTD Current Year	YTD Previous Year	% to Previous Year	Total Previous Year	Month current Year	Month Previous Year	% to Previous Year	YTD Current Year	YTD Previous Year	% to Previous Year	Total Previous Year
January	59,292	70,461	-15.85%	785,497	1,018,146	-22.85%	1,159,532	101,167	149,202	-32.19%	1,539,143	2,343,740	-34.33%	2,631,102
February	62,559	77,141	-18.90%	848,056	1,095,287	-22.57%	1,159,532	107,822	164,328	-34.39%	1,646,965	2,508,068	-34.33%	2,631,102
March	82,567	64,245	28.52%	930,623	1,159,532	-19.74%	1,159,532	150,929	123,034	22.67%	1,797,894	2,631,102	-31.67%	2,631,102
April	73,249	94,023	-22.09%	73,249	94,023	-22.09%	1,159,532	127,688	205,845	-37.97%	127,688	249,770	-37.97%	2,631,102
May	76,287	105,496	-27.69%	149,536	199,519	-25.05%	1,159,532	134,910	239,859	-43.75%	262,598	445,704	-41.08%	2,631,102
June		107,006			306,525		1,159,532		252,955			698,659		2,631,102
July														
August														
September														
October														
November														
December														
SYSTEM	Vehicles (green indicates 2019 traffic for comparison)						Passengers (green indicates 2019 traffic for comparison)							
January	410,034	498,446	-17.74%	5,721,233	7,764,713	-26.32%	8,800,899	712,077	1,126,101	-36.77%	11,312,645	19,431,745	-41.78%	21,677,340
February	412,132	560,873	-26.52%	6,133,365	8,325,586	-26.33%	8,800,899	722,867	1,285,924	-43.79%	12,035,512	20,717,669	-41.91%	21,677,340
March	570,665	475,313	20.06%	6,704,030	8,800,899	-23.83%	8,800,899	1,047,837	959,671	9.19%	13,083,349	21,677,340	-39.65%	21,677,340
April	518,597	710,414	-27.0%	518,597	710,414	-27.0%	8,800,899	912,157	1,685,728	-45.89%	912,157	1,685,728	-45.89%	21,677,340
May	497,586	805,979	-38.26%	1,016,183	1,516,393	-32.99%	8,800,899	854,513	1,987,621	-57.01%	1,766,670	3,673,349	-51.90%	21,677,340
June		843,883			2,360,276		8,800,899		2,155,560			5,828,909		21,677,340
July														
August														
September														
October														
November														
December														

Our Engagement Commitment

We believe involving our customers, the Indigenous and coastal communities we serve, and our employees in the decisions that impact them most, results in better decisions and can create solutions to challenges we may not have otherwise considered.



Through our engagement efforts we are committed to:

INVOLVING

Involving our customers, the Indigenous and coastal communities we serve, and our employees in the decisions that impact them whenever possible.

This includes:

- Engaging as early as possible and ensuring we continue to engage and/or inform throughout our decision-making process
- Providing the information people need to participate meaningfully in the decision-making process e.g. information about constraints, requirements and challenges, as well as the benefits and trade-offs of different options

LISTENING

Listening carefully to what we hear and considering all feedback alongside safety, financial, operational, environmental, and other requirements as we make our decisions.

This includes:

- Providing opportunities for customers, community members, Indigenous and coastal communities, and employees to engage with us in the places they regularly visit, e.g. online, on board our vessels, in community spaces etc.
- Listening with the goal of creating shared understanding through our engagement activities
- Meeting customers, the Indigenous and coastal communities we serve, and our employees face-to-face when appropriate

RESPONDING

Responding by being open to adapting our engagement efforts as we go, and by showing how engagement input has influenced our decision-making process.

This includes:

- Tailoring our approach to be respectful and inclusive of all voices in a community and remaining flexible to adjusting our approach based on what we learn
- Reporting back on what we hear and how input has influenced our decision
- Seeking out examples of best engagement practice from organizations similar to ours, and staying abreast of emerging engagement practice and theory



Download a copy of our Engagement Commitment

TraC Agenda Items for July 15 2021



Active Transportation Weeks

TraC is planning a series of events over Active Transportation Weeks (Sept 22- Oct 10). This will be delivered in conjunction with the Fall GoByBike (<https://gobybikebc.ca>) event. We are encouraging local governments, businesses and individuals to get involved.

Contact: active@transportationchoices.ca

Join the movement...

Active Transportation Weeks

Sept 25 - Oct 10

Shoulder Grading

TraC would like to get a better understanding of how the recent shoulder grading worked.

- Was funding from outside the existing maintenance contract used? If so, how can this be repeated in the future?
- Will this be completed more regularly in the future?

Road Works Notifications

There was recently some work done on Lower Road that required the application of considerable amounts of sand, a lot of which ended up in the shoulder. Is it possible that a system be put into place to communicate these types of events with the TAC, SCRD and the general public?

Active Transportation Gap Assessment

TraC is looking forward to the draft report from the MoTI Gap Assessment. TraC would like to see a working group formed that includes MOTI, local governments, and other stakeholders to review and oversee this report.